

square inch are considered to be pressure vessels and shall be of cylindrical or similar design and shall meet the requirements of subchapter F (Marine Engineering) of this chapter.

[CGFR 65-50, 30 FR 16671, Dec. 30, 1965, as amended by CGFR 68-82, 33 FR 18805, Dec. 18, 1968]

§ 32.60-45 Segregation of spaces containing the emergency source of electric power—TB/ALL.

(a) The provisions of this section shall apply to all vessels contracted for on or after October 1, 1958.

(b) When a compartment containing the emergency source of electric power, or vital components thereof, adjoins a space containing either the ship's service generators or machinery necessary for the operation of the ship's service generators, all common bulkheads and/or decks shall be protected by approved "structural insulation" or other approved material. This protection shall be such as to be capable of preventing an excessive temperature rise in the space containing the emergency source of electric power, or vital components thereof, for a period of at least one hour in the event of fire in the adjoining space. Bulkheads or decks meeting Class A-60 requirements, as defined by § 72.05-10 of subchapter H (Passenger Vessels) of this chapter, will be considered as meeting the requirements of this paragraph.

Subpart 32.63—Hull and Cargo Tank Requirements for Tank Barges Constructed or Converted On or After July 1, 1964, and Carrying Certain Dangerous Bulk Cargoes

§ 32.63-1 Application—B/ALL.

(a) The requirements of this subpart shall apply to all tank barges, the construction or conversion of which is started on or after July 1, 1964, and carrying those cargoes listed in Table 30.25-1 which are defined as:

(1) Flammable liquids having a Reid vapor pressure in excess of 25 pounds per square inch, absolute, in independent tanks (part 32).

(2) Liquefied flammable gases (part 38 of this subchapter).

[CGFR 70-10, 35 FR 3709, Feb. 25, 1970]

§ 32.63-5 Barge hull classifications—B/ALL.

(a) Each barge subject to the provision of this subpart shall be assigned a hull type number. The Commandant will designate the barge hull types to be used for carrying cargoes in order to insure that the vessel is designed consistent with the degree and nature of the hazard of the commodity carried.

(b) For this purpose the barge hull types shall be as follows:

(1) *Type I barge hull.* Barge hulls classed as Type I are those designed to carry products which require the maximum preventive measures to preclude the uncontrolled release of the cargo to the waterways and/or atmosphere.

(2) *Type II barge hull.* Barge hulls classed as Type II are those designed to carry products which require substantial preventive measures to preclude uncontrolled release to the atmosphere, but whose uncontrolled release to the waterways does not constitute a longlasting public or operating personnel hazard, though local and temporary pollution may occur.

(3) *Type III barge hull.* Barge hulls classed as Type III are those designed to carry products of sufficient hazard to require a moderate degree of control.

§ 32.63-8 Alternative arrangements—B/ALL.

(a) Alternative arrangements, differing from those specifically required by this subpart, may be considered and approved by the Commandant, if it is demonstrated to his satisfaction that a degree of safety is obtained which is consistent with the intent of this subpart.

§ 32.63-10 Rakes and coamings—B/ALL.

(a) Each barge hull shall be constructed with a suitable blow form (length, shape, and height of headlog) to protect against diving at the maximum speed at which the barge is designed to be towed. In any integrated tow, only the lead barge need comply with this requirement. In any case, the